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MOTOR CYCLE IN A PROHIBITED STREET.

AN ACCIDENT AND A SEQUEL.

Police Court proceedings arising out of a motor bicycle accident in Great Eastern Street, a few weeks ago, took place before Mr. R. E. Lindesay yesterday.

Chester Wood, acting ward-master of the "Lunatic Asylum," was summoned for driving a motor-cycle, on June 2nd, in Great Eastern Street, in which motor traffic is prohibited, and with driving in a reckless and dangerous manner. The second charge, the Magistrate explained, amounted to this: that in driving in such a street the defendant lost control.

The offences were admitted. The Magistrate: What happened? Did the brakes give way?

The defendant: Yes, the foot brake gave way; there were two crowds of people, and I tried to get in between them, but I could not, and some were knocked down. Inspector Garrard said four people were injured.

The defendant: Three, one very slightly. The Inspector: One was in hospital some considerable time from a fall out. The other two had only slight injuries.

The defendant: The two women were in hospital less than a day. For driving in a prohibited street, the Magistrate imposed a fine of \$10. He remarked that the defendant had paid the hospital expenses (92 days in the case of the man who was injured). On the second charge, a conviction would be recorded, but no penalty imposed. He thought the defendant should pay the injured people some compensation.

The defendant: I would like to say that I asked the two women if they were hurt and they said "No." I said, "Wait while I attend to the man," but they did not wait—they walked away—and did not attend the hospital till some time afterwards.

The Magistrate: I think if you pay the women \$1 each it will be sufficient. The two old women, who had been brought into Court, raised voluble protests, but the Magistrate told them to go away and not be so greedy.

The injured man said he was a street coolie and the Magistrate fixed the compensation in his case at \$10.

CHARGE OF STABBING A WOMAN.

A Chinese was brought before Mr. Orme, at the Magistrate's, yesterday, charged on remand with having stabbed a woman in the left eye with a pair of scissors in a house of ill-fame in Belcher Street, Kennedy Town, on the night of June 10th.

Sub-Inspector Wills of No. 7 Police Station said that the woman had been allowed out of hospital to give evidence but would have to return. The doctor thought that there was a possibility of her losing the sight of her left eye in the course of the next few days.

The defendant, while admitting having assaulted the woman, denied having stabbed her with the scissors. "Someone else did it," he said. "I beat her because she did me a great injustice."

The woman said that the defendant came to her about 4 p.m. on the 10th and demanded \$2.50 from her. When she told him that she had no money to give, he threatened to sell her daughter, whom the witness had put in the charge of an aged woman living in Third Street. About 7 p.m., the same day, the woman from Third Street came and told her that the defendant had been to the house, and taken her daughter away. Just then the defendant came in, and when she remonstrated with him, he pulled a pair of scissors from his pocket and stabbed her in the eye. She did not know where her daughter was now.

Replying to the Magistrate, Inspector Wills said that he did not know what happened to the child. This was the first he had heard of it. The Inspector asked for a remand in order to get further witnesses and make enquiries about the child.

The Magistrate: Are you asking me to deal with this case?

Inspector Wills: I can't say. This is Inspector Appleton's case, but I think that he will want the defendant committed to the Sessions. This is the seventh stabbing case in the district since the beginning of the year, and in all the other cases we have not succeeded in getting the culprit.

The Magistrate granted a week's remand, and directed that the complainant need not appear in Court again.

HAWKING WITHOUT A LICENCE.

Inspector Pitt, of Shamshui, charged a Chinese at the Magistrate's, yesterday, with hawking without a licence.

The defendant said that he used to work as a coolie, but now had a weak chest and could not do any heavy work. So he took up hawking for a living. He did not have a licence because he had no money to take out one. The defendant exhibited a large patch of plaster on his chest to support his story.

Inspector Pitt: He is as strong as a bull, your Worship, and would never be allowed a hawk's licence, even if he had the money to get one.

The defendant lives in the same house as another man who had really been ill, and I had given him a chance by cautioning him not to hawk again without a licence. The defendant evidently thought that by sticking a piece of plaster on his chest, he would get off.

The Magistrate (Mr. Orme) fined the defendant \$3.

BRITISH ROYAL HADGE AS JAPANESE TRADE-MARK.

PROTEST BY BRITISH COMMERCIAL COUNSELLOR.

The "Chugai-Shogyo" says Mr. E. F. Crowe, C.M.G., Commercial Counsellor of H.B.M.S. Embassy in Tokyo, recently lodged an informal protest with the Japanese Foreign Office against the use by H. Tano, of Kitagasaki-ori, Kobe, of a certain trade-mark on tires for automobiles, bicycles and jinrikishas, and other accessories, all of which are manufactured by the company, and requesting that the Japanese authorities concerned order the cancellation of the registration of the trade-mark on the ground of its close resemblance to the crest of the British Royal House.

The Tokyo Foreign Office referred the matter to the Patent Bureau, which, through the Foreign Office, sent a reply to Mr. Crowe giving explanations thereon. However, Mr. Crowe is said to be dissatisfied with the reply, and contemplates taking legal action in order to make the trade-mark null and void. It is further reported that Mr. Crowe has already referred the case to his home Government, and is now awaiting instructions from London.

Interviewed by a representative of the "Chugai," yesterday, Mr. Miyachi, Chief of the Patent Bureau, admitted having sent an explanatory reply to Mr. Crowe on the subject. Quite apart from international courtesy, remarked Mr. Miyachi, the laws in Japan do not prohibit the use by Japanese of the badges of foreign Courts as trade-marks, although the law prohibits the use of the Imperial crest of Japan. Even the law in England does not absolutely prohibit the British people from using the Royal Badge of a lion and a horse (the unicorn) supporting the Crown, provided official permission is obtained. On the whole, the trade-mark registered in Kobe has a resemblance, but the "crown" used by the patentees cannot be regarded as a crown in a strict sense. Accordingly, the authorities gave permission to Mr. Tano's application to use the Lion and Horse badge as his trade-mark. — Japan Gazette.

PROGRESS OF SHANGHAI WAR MEMORIAL.

Various matters have conspired to delay progress in connection with the war memorial scheme, but the "Shanghai Gazette" understands that the preliminaries have now been practically settled and that it is hoped to begin the actual work of construction in the near future. The question of the site, in particular, occupied the attention of the committee for some considerable time before a decision was eventually arrived at in conjunction with the Municipal Council and the French Municipal Council. The position originally chosen by the two Councils—on the Bund at the end of the Avenue Edward VII.—was held by the architects to be open to grave objection: it was suggested that the Committee consider placing the memorial at some point on the Bund lawns, or in the Public Gardens. It was strongly desired by the French authorities, however, that the site originally selected by the two Councils should be retained, and ultimately a decision satisfactory to all parties was arrived at by the French Council generously agreeing to meet the Committee and the Architects in every possible way in the matter of making the site suitable for the memorial.

A scheme for improving the Bund line at the point where the memorial will stand was drawn up and approved, receiving also the sanction of the Conservancy Board. It will enable the architects to give the memorial a much more effective setting, in conjunction with other alterations which are to be made on the Bund in the immediate vicinity. Details in this connection are now under consideration by the Works Departments of the two Councils, and it is hoped that the preliminary bunding work will shortly be put in hand. This work must, of course, be completed before the foundations proper for the memorial can be laid.

ROUGH IDEA OF COST.

Estimates have not yet been passed, but it appears probable, so far as can be seen, that the expenditure should be approximately as follows:

Sculptor's fee for model £ 1,000
Casting in bronze £ 4,000
Granite structure, and all work above pavement level £12,000
Foundation work 15,000

The tender for the bronze work recommended for acceptance was submitted by Messrs. Singer & Sons, of France. Contracts will be entered into immediately the new bunding work is put in hand, but some time must, of course, elapse before the actual work of erecting the memorial can begin.

FIEUZAL GLASSES.

Out of doors there is nothing so restful and comfortable for the eyes as the light reflected from green fields and trees, the absorption of the ultra-violet and orange rays by the chlorophyll of the leaves; hence the introduction of Fieuzal Glass, yellowish green in colour, which is produced in several shades, and lenses made of this may be worn as a protection by over-sensitive eyes where it is desirable to tone down excessive light and glare. Fieuzal lenses of any prescription in either regular or Toric forms are manufactured by the Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, 63, Queen's Road Central.—Advrt.

THEATRE ROYAL.

LAST TWO NIGHTS

OF

THE FAMOUS
RUSSIAN LIGHT OPERA &
OPERETTE CO.

To-Night

Thursday, June 30th, at 9.15 p.m.

The Popular Operette from Canadian Life by Jacobi

"The Marriage Market"

Friday, July 1st.

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SATURDAY, July 3rd.	"TELLRY"
MONDAY, July 4th.	"THE CHOICE"
TUESDAY, July 5th.	"ADVENTURE OF LADY URSULA"
WEDNESDAY, July 6th.	"DON"
THURSDAY, July 7th.	"MERELY MARY ANN"
FRIDAY, July 8th.	"MRS. GORRINGE'S NECKLACE"
SATURDAY, July 9th.	"THE PURSE STRINGS"

Prices \$4, \$2 & \$1.

Booking opens at MOUTRIE'S.

[1118]

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IN TAIWAN (FORMOSA)			
Tainan — Taiwan Railway Hotel			
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Kaifu (Seoul) — Chosen Hotel Fusan — Fusan Station Hotel Shingha — Shingha Station Hotel	Changchun — Yamato Hotel Dairen — Yamato Hotel Hoshigaura — Yamato Hotel	Hotel (Mukden) — Yamato Hotel Ryogun Port Arthur — Yamato Hotel	

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IN CASE LOTS, single pieces

or short lengths
(any length cut).

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CORRESPONDENCE.

A REPLY TO THE GOVERNOR'S RECENT SPEECH.

[TO THE EDITOR OF THE HONGKONG DAILY PRESS.]

SIR,—I have been requested by my directors to ask you to kindly insert this letter in your paper, as my directors consider that they would be failing in their duty to their shareholders if they allowed the remarks made by His Excellency the Governor to the Legislative Council on Thursday, the 23rd instant, to pass unchallenged, particularly as silence might be construed as assent.

His Excellency's remarks were directed to the following matters:—

(a) The rack-renting of tenants, by which term my Company presume His Excellency means the demanding of an exorbitant rent and not the generally accepted legal term, which is a rent of the full value of the tenement.

(b) The dispossession of tenants to make room for other tenants who are prepared to pay a higher rent.

(c) The farming out of Chinese tenements.

Dealing first of all with (a) "The Rack-renting of tenants," His Excellency takes as an example No. 1, Bowington Road, 1st and 2nd floors, which, presumably, is a glaring instance of the form of extortion which he desires to bring to light.

My Company have made inquiries into this matter and have ascertained that the true facts are as follows:—

The Bowington Road Houses have each three floors—the ground floor, the 1st and 2nd floors. No. 1, Bowington Road, is an end house, and therefore considered preferable to the others. It has side windows, which the others have not.

Up till May of this year and at the present time the monthly rents of Nos. 1, 3 and 5, Bowington Road, were as follows:—

Bowington Road	1st floor	2nd floor
No. 1	\$25	\$27 for both floors.
No. 3	\$24	\$24
No. 5	\$24	\$24

The 1st and 2nd floors of No. 1, Bowington Road were and still are let to the Sanitary Board for the Sanitary coolies. The monthly rent for the two floors was and still is \$27 only, whilst the ground floor was and still is \$25 per month. The monthly rents for No. 3, Bowington Road were and still are:—Ground floor, \$24; 1st floor, \$24; 2nd floor, \$25.

On the 1st instant the Chinaman who had previously been farming this property gave up his lease and another Chinaman took a lease of this and other property. The new farmer, seeing no reason why the Sanitary Board should have the 1st and 2nd floors of No. 1, Bowington Road (being an end house) at \$27 per month whilst the 1st and 2nd floors of Nos. 3 and 5 were paying \$49 and \$48 respectively, wrote to the Head of the Sanitary Board stating that the rent of the two floors would be increased to \$40, which is an increase of \$13 only on the present monthly rent of the 1st and 2nd floors of No. 3, Bowington Road, No. 1, Bowington Road being, as before pointed out, the end and therefore the better house and always let at a higher rent than the inside houses, which have no side windows.

As to the reason why the former farmer let the 1st and 2nd floors of No. 1, Bowington Road to the Sanitary Board at such a low rental my Company do not know.

As regards (b) "The dispossession of tenants to make room for other tenants who are prepared to pay higher rents,"

My Company understand that under this heading His Excellency had in mind 1 to 3, Broadwood Road and 1 to 8, Broadwood Terrace, situated on Inland Lot 209.

My Company have made out a comprehensive account which shows the exact financial value of this property to my Company.

1-3 Broadwood Road and 1-8 Broadwood Terrace, Inland Lot 209, European Houses.

Purchased from the Government 16th September, 1913; Gazette upset price, \$12,119.00; area, approx. 24,238 sq. ft. Price paid Government \$20,000.00. Cost of building and other capital charges \$139,850.65.

Four houses let between January and April, 1916.

All houses let from 1st April, 1916 (twelve months reckoned from 1st April each year).

	Return per cent.
1916-1917	6.29
1917-1918	5.04
1918-1919	4.77
1919-1920	5.95
1920-1921	5.95

No allowance for depreciation has been made in this account.

On looking into this account it will be seen:—

(1) That although the upset price as fixed by the Government was \$12,119, nevertheless my Company had to pay \$20,000 for the property owing to the competition at the auction which, of course, the Government took full advantage of and were parties to.

(2) That the net return per annum to my Company of the property between the years 1916 and 1921 ranged between 4.77 per cent. and 6.29 per cent.

(3) That in these figures no deduction for depreciation has been made. A reasonable percentage for depreciation would be 3 per cent. per annum. Had there been a deduction of such 3 per cent. in this case the result would be negligible.

(4) In this account no deduction for repairs has been made, for the first two years.

From the above account it will be seen that this property has cost my Company \$139,850.65.

At the beginning of this month my Company was able to dispose of this not very profitable investment for \$200,000, showing a profit to my Company of \$41,119.35 on its outlay. When entering into this Contract it was arranged by my Company that none of the tenants, including those on monthly tenancy, should in any event be dispossessed until the end of August next.

Dealing now with (c) "The farming out of Chinese tenements,"

As far as my Company are aware there are now only three, but formerly four, European concerns holding Chinese tenement property. All these concerns have attempted without success directly to rent out their properties, but they have decided by heavily bought experience that the only way such kind of property can be efficiently managed is by the Chinese themselves, and therefore the system known as "farming out" has been adopted, which is merely leasing *en bloc* to the Chinese.

My Company believe that European concerns own only 1/16 of the total Chinese tenement property in this Colony.

Amongst the difficulties which European concerns find in renting out Chinese tenements are the following:—

- (1) That there is a constant loss of rent owing to absconding tenants.
- (2) That, short of distraining for rent each month, it has been found most difficult and in many cases impossible to collect the rents.
- (3) That to stop the destruction to the properties, such as pulling down the wood work, etc., a watchman would have to be kept in each house.

As the system of farming out has been described by His Excellency as "a scandalous outrage on public decency" my Company have prepared the following accounts of the returns in respect of certain of their properties showing by accounts Nos. 1 and 2 the returns when directly renting out and by account No. 3 the returns when farming out.

	Return per cent.
1903	11.78
1904	7.20
1905	3.31
1906	3.04
1907	3.87
1908	2.21
1909	2.13
1910	2.13

The property during the year 1903 and 6 months of the year 1904 was farmed out and is the reason for the increased returns.

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1906	3.04
1907	3.87
1908	2.21
1909	2.13
1910	2.13

The following are the annual returns after deducting Crown Rent, Insurance and Repairs, the last at 5 per cent. of rentals collected.

	Return per cent.
1903	3.87
1904	2.80
1905	3.98
1906	4.06
1907	5.49
1908	4.80
1909	4.86
1910	4.84

No deduction has been made for depreciation.

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The account No. 2, which is also an entirely direct renting out account, shows a return ranging from 3.40 per cent. to 2.80 per cent. between the years 1903 and 1910.

The account No. 3, which is the farming out of all the properties set out in accounts No. 1 and No. 2, shows the returns for the years 1912 to 1921, the year 1911 being partly direct renting.

In none of these accounts is any allowance made for depreciation, which, as before stated, should be on the basis of 3 per cent.

Every effort was made to collect proper rents by direct renting, but after a trial of some ten years it was abundantly clear to my Company that the system was unsatisfactory, and farming out was resorted to in the effort to secure a reasonable return on the property. During the ten years the property has been farmed out the net return based on the cost of land and buildings, erected some 20 years ago, never exceeded 8.85 per cent. until this year, when the return promises to be about 9.52 per cent.—a by no means unreasonable return.

That the Government of this Colony are not only prepared to take advantage of the present rise in the value of property in this Colony but are, in fact, taking advantage of such rise is abundantly clear from the following extracts appearing in the *Hongkong Daily Press* of the 24th instant, being a Report of the meeting of the Finance Committee:—

PRAYA EAST RECLAMATION SCHEME.

The Governor recommended the Council to vote a sum of \$104,500 in aid of the Public Works, Extraordinary, Hongkong, Praya East Reclamation Scheme, (40) Road improvement at Arsenal Street, Resumption and alterations of Buildings.

The Chairman: The sum required for resuming the buildings and land included in numbers 5, 6, 7 and 8 on the Praya East known as Blue Buildings is \$190,000 and the marine rights of that land and of marine lot 65 come to \$204,800, which will make a total of \$394,800. The provision made in the Estimates under Public Works Extraordinary, item 46, is \$100,000 and this vote is for the balance. I may add that it will eventually be a very profitable thing for the Government to acquire these buildings and marine rights, so that I trust we shall not be out of our money very long.

The Hon. Mr. Pollock: What is the cause of the excess?

The Director of Public Works explained that it was not intended originally to purchase the whole of the buildings and marine rights.

The Chairman: I can show members who desire to see it a plan. The original intention was to resume only 100 ft. and we required for the 100 ft. road, making an imaginary diagonal line across the property, but that was found to be not so good a bargain for the Government as resuming the whole. By this, the Government gets a portion of the Praya East, which will probably become most valuable, and a part of which may be required for public purposes which were not foreseen when the original plan was made.

From a perusal of the above accounts, which are representative of the true position, it will be seen that my Company have had many lean years in the past and consequently are now entitled to some of the benefits to be derived from the more remunerative times.

Thanking you for inserting the above.—Yours faithfully,

L. S. GREENHILL,
(Acting Secretary).

By Order of the Board of Directors,
The Hongkong Land Investment and Agency Co., Ltd.

Hongkong, June 29th, 1921.

INFORMATION WANTED.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—A small medal which I have in my possession bears on one face the image of Napoleon with the words: "Exercis prodest—Napo'o suos regens." On the other face is: "Hiberni Anglo Scoti pro fide et litteris in Gallia Hospites." with a small shamrock leaf. There is no date.

The present interest in things Napoleonic leads me to ask if any of your readers can give any clue. The medal seems to have been struck for some special occasion when the Irish gave important assistance. It is in good preservation and came to me among a few preserved, I believe, from a collection, belonging to my grandfather, sold in 1848.—Yours, etc.,

COST OF LIVING IN CROWN COLONIES.

QUESTION IN PARLIAMENT.

In the House of Commons recently, Mr. Clough had the following question standing to his name:—

To ask the Secretary of State for the Colonies, whether he will consider the compilation of a cost-of-living index in the various Crown Colonies for the guidance and information of the inhabitants.

The reply, given on May 26th, was as follows:—

Steps have been taken in several Colonies to ascertain and record the variations in the cost-of-living since the war, but owing to difference of conditions, it would not be practicable to compile an index on the lines adopted by the Board of Trade for this Country.

Figures of the average cost of various articles consumed in the Colony are, however, given in the Colonial Blue Book.

CHILD SLAVERY IN HONGKONG.

A DISGRACE TO OUR COLONIAL ADMINISTRATION.

The *Methodist Times*, of May 10th, says of this question:—

We have referred in previous issues to the matter of child slavery in Hongkong. The *Spectator* and the *Church Times* have called attention to this (rightly) evil. How long will it be before public opinion will exert pressure on Parliament sufficient for the destruction of this survival of the slave traffic? The Under-Secretary for the Colonies has declared in the House of Commons: "There is no slavery in Hongkong" (*Hansard*, November 4th and 5th, 1920). The *Hongkong Daily Press* replies: "We know that there are enlightened Chinese who are curious to learn on what definition of 'slavery' the Colonial Office relies when it says that slavery does not exist in the Colony." The statement is further made that Hongkong is the only place in China where the open sale of human beings is allowed. The *Shield*, which is the organ of the Association for Moral and Social Hygiene, says:—

Hongkong is the centre of the traffic in girls and women, and girls are sold to brothels in spite of the nominal protection which prohibits the entrance of a girl into a brothel until she is nineteen. These children cannot read or write; they are terrified by their owners, and any age they are told to say. Girls of fifteen are thus trafficked in, and handed over to brothel slavery.

We fear there is little doubt that a most deplorable state of things exists in this part of the Empire. There are no Bastardy Acts in Hongkong. A man has no liability for illegitimate children if the mother is over sixteen. There is no system of compulsory education, and no laws for the protection of child labour. Children are employed in the most laborious work for appallingly long hours. Recently the Hongkong Sanitary Board recommended that children under fourteen in factories or workshops should be prohibited from working more than two hours a day (excluding meal times). The British Government refused the recommendation on the ground that "it is inexpedient to legislate until educational facilities are provided." The whole situation is a disgrace to our Colonial Administration and a shame to the conscience of the Christian community. We should much like to know what our missionaries in Hongkong have to say on the subject. Meanwhile, the matter should be brought to the attention of the Colonial Secretary and of local Members of Parliament.

HIGHWAY ROBBERIES.

ON KENNEDY ROAD AND CAINE ROAD.

Ko Chin Yung, a clerk of the Public Works Department, was the victim of a highway robbery on Kennedy Road, on Tuesday night. He was sitting on the bench at the bottom of Hospital Path, about 10 p.m., when he was accosted by two men. One of them exhibited a knife and the other a steel rod. After threatening him with harm if he offered any resistance, the robbers relieved Ko of a gold watch valued at \$50, a fob chain with a gold locket pendant, valued at \$20, a plain gold ring valued at \$18, \$1.70 in 10-cent pieces and a bunch of keys. The robbers ran up the path towards Bowen Road.

A Chinese merchant living in Taion Terrace, was walking on Caine Road about 11.15 on Tuesday night on his way home, when he was accosted by four men, at the junction of Peel Street. Two of the men had daggers. They seized him, and while the two armed men pressed him to the ground, the others relieved him of a gold wristlet watch valued at \$25, and a leather fob valued at \$5. The victim tried to blow a police whistle, but the men snatched it away from him. While on the ground, the merchant seized the legs of one of his assailants, and hanging on to him, called out "thief" and "save life." A Chinese constable came to his assistance and between the two they secured the prisoner. The other three ran away with the merchant's property.

VICTORIA RECREATION CLUB.

SWIMMING FETE.

The V.R.C. provided another excellent entertainment, last night, when the second swimming night fete of the season was held. There was a large audience which evidently thoroughly enjoyed a varied and well arranged programme. A mixed nomination race, in which ladies had to swim the length of the bath and draw a picture, to be identified by their male partners, caused much amusement.

The team of the S.S. Korea won rendered selections from a repertoire which has enlisted many thousands of miles of the Pacific.

The following were the results:—Boys' two lengths hurdle race—1, D. Ogilvie, 42 secs.; 2, R. Wicheell, 46 2-5 secs.

Extra two lengths race for boys—1, W. Urquhart, 34 4-5 secs.; 2, D. Ogilvie, 37 1-5 secs.

Two lengths scratch race—1, J. Johnston, 28 4-5 secs.; 2, G. Jack, 29 1-5 secs. Tenth race (H.M. Forces)—1, R.G.A.; 2, 2nd Bn. Wilts. Regt.

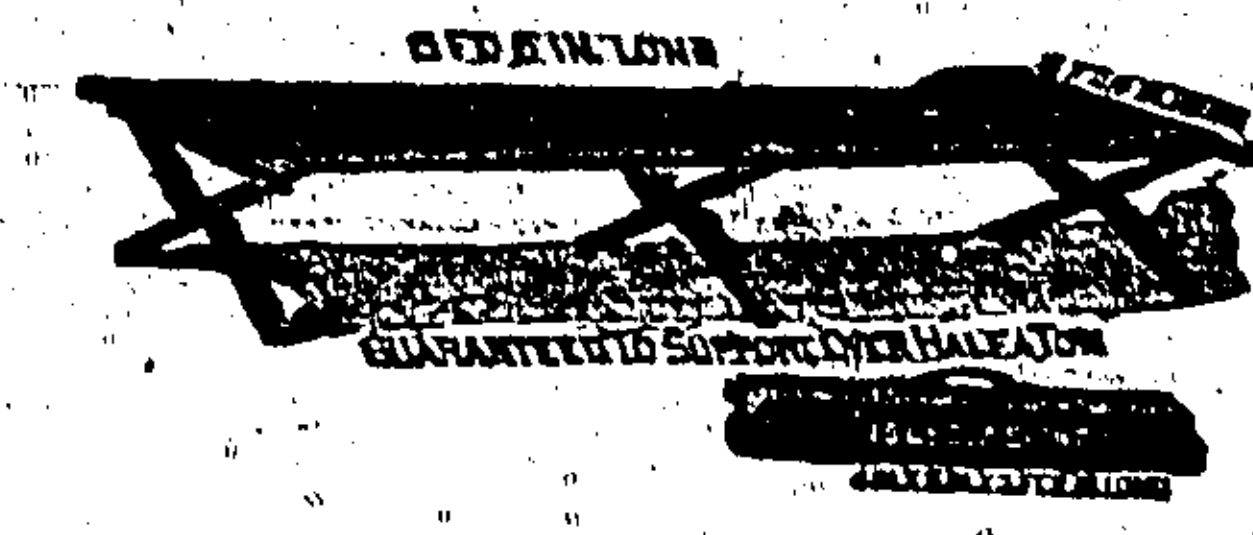
Ladies high dive—1, Miss R. Young, 30 pts.; 2, Miss B. Jennings, 22 pts.

Four lengths handicap (members)—1, J. Johnston, 31 secs.; 2, G. Jack, 39 secs. Ladies' team race—Winners: Miss G. Ramsey's team.

Mixed nomination race—J. Johnston and Mrs. Scriven.

Hidden number—Won by Stoken.

Water polo.—A draw, 5 goals each. Teams captained by Wicheell and Burckard.



Regardless of the weather or location you can spend a comfortable night if you use a Folding Camp Bed!

It enables you to sleep on the verandah, and gain the benefit of any breeze during the Hot Summer months.

By adjusting a simple frame, a mosquito net can easily be fixed, so enabling you to enjoy the sleep which nature so justly demands.

Being portable and light, it can be quickly folded and placed away in a corner when not in use.

Why then slumber in discomfort? We can send you one at once.

They only cost **\$18.50** complete with Mosquito Net and Fittings.

Thin Summer Blankets **\$6.50** each.

Lane, Crawford & Co.
Phone 1741.

FAMOUS WHISKIES
AT REDUCED PRICES

	Per doz.	Per bot.
ROYAL GEORGE—EXTRA SPECIAL LIQUEUR	\$40	\$3.50
DUNVILLES TWO CROWN—SPECIAL SCOTCH	40	3.50
WHITE HORSE CELLAR	44	3.75
NAPIER JOHNSTONE—SQUARE BOTTLE	44	3.75
PALL MALL—GUARANTEED 11 YEARS OLD	45	3.80

For Coast and Ships orders of not less than 1 dozen \$12 per case should be deducted from the above prices.

LANE, CRAWFORD & CO.

COLUMBIA
GRAFONOLAS



NEW STOCK **JUST RECEIVED**

ANDERSON'S (THE COLUMBIA SHOP)

Powell

TELEPHONE 3148.

GENTLEMEN'S
HIGH CLASS OUTFITTERS

COOL
SUMMER
GARMENTS



SPECIALITIES!
WE HAVE A COMPLETE STOCK OF "MORLEY'S" UNDERWEAR IN INDIA GAUZE, FEXINETTE, ALL WOOL, ETC., ETC.
AGENTS FOR
"AERTEX" AND "COTELLA"
"THE HOUSE FOR VALUE"

NEW ADVERTISEMENTS

ROYAL HONGKONG YACHT CLUB.

A SUBSCRIPTION DANCE will be held at the Club House, North Point, on FRIDAY, the 2nd July, at 9.15 p.m. Tickets \$2.00, including refreshments, may be obtained from Ah Mow. Bathing during and after the Dance. [1122]

A. S. WATSON & CO., LIMITED.

NOTICE.

FRIDAY, 1st July, being a GENERAL HOLIDAY, all Departments will be Open for Business until 1 p.m. THE HONGKONG DISPENSARY will be Open for the purpose of dispensing prescriptions until 7.30 p.m. A. S. WATSON & CO., LTD. Hongkong, June 29th, 1921. [1123]

S. PETER'S CHURCH
DES VOUX ROAD, WEST.PATRONAGE FESTIVAL
SUNDAY, JULY 3rd, 1921.

8.0 A.M. HOLY COMMUNION.
11.0 A.M. PROCESSION, CHORAL EUCHARIST & SERMON. [1124]



HONGKONG

IN THE POLICE COURT AT VICTORIA.

Res by the YUEN HING Shop, 34, Wing Lok St.

LAV Choi of the Choi Lee Shop, Second Street, West Point.

To LAV Choi and all others to whom it may concern.

TAKE NOTICE that unless cause is shown to the contrary by 10 o'clock in the forenoon on the 7th day of July, 1921, at the Police Court aforesaid, the Floor, the subject matter of this prosecution, will be forfeited.

Dated the 29th day of June, 1921.

C. WILSON, First Clerk. [1125]



PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 4th day of July, 1921, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor of One Lot of CROWN LAND above BOWEN ROAD in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

Lot No.	Locality	Boundary Measurements	Containing	Approx. Area	Approx. Value
1	South of Island Lot 10, above Bowen Road	100 ft. by 100 ft.	100 sq. ft.	100 sq. ft.	100 sq. ft.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "LAISANG"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained. Goods not cleared by the 6th July, will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, June 29th, 1921. [1127]

CAPTAIN SAMUEL CORNELL PLANT DECEASED 1921.

ANY person having knowledge concerning any will or testament of the above is requested to communicate with: LETTIE BROTHERS, Solicitors, 8, Bartlett's Buildings, London, E.C. 2, England. [1077]

INTIMATIONS

BANK HOLIDAY.

IN accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the transaction of PUBLIC BUSINESS on FRIDAY, the 1st July, 1921. Hongkong, June 29th, 1921. [1111]

IMPORTS AND EXPORTS OFFICE.

GENERAL HOLIDAY.

THIS DEPARTMENT will be OPEN for payment of Licences only from 9 a.m. to 12 noon on FRIDAY, the 1st July, 1921. Licensed Warehouses will be entirely closed on that day.

N. L. SMITH, Superintendent, Imports and Exports. Hongkong, June 29th, 1921. [1112]

KOWLOON-CANTON RAILWAY.

NOTICE.

THE Public is hereby notified that TIFIN will not be served on Trains unless ordered the previous day, before 5 p.m. By Order. H. P. WINSLOW, Manager. Kowloon, June 29th, 1921. [1119]

NOTICE.

THE CHINA FIRE INSURANCE CO., LTD.

THE CERTIFICATE for one Share No. 8143 in this Company standing in the name of ROBERT McKENZIE CAMPBELL and HENRY MORRIS of Shanghai, China, has been LOST, and if the expiration of one month from the date hereof, the above Document be not forthcoming, another Certificate for the said Share will be issued by the Company, and thereafter no other will be acknowledged.

C. MONTAGUE EDE, General Manager. Hongkong, June 29th, 1921. [1087]

THE ADMINISTRATION OF THE PUBLIC WORKS OF MACAO.

TENDER FOR PIPING AND ACCESSORIES in respect of supply of Potable Water for the City of Macao.

NOTICE.

IT IS HEREBY NOTIFIED for the information of those interested, that the Opening of Tenders for the supply of PIPING and ACCESSORIES for the Works assigned for the supply of Potable Water for the City of Macao, published in the Government Gazette of this Province, No. 19, dated 14th May last, which—under Condition "First" of Clause "Second" of the said Notice—was announced would take place on the 14th July next, is now POSTPONED and will take place on the 14th OCTOBER next under the same conditions stipulated in the said Notice.

Administration of the Public Works of Macao, 23rd June, 1921.

(Signed) ADRIANO AUGUSTO TRIGO, Superintendent Engineer. [1120]

SALE by tender of W.D. Vessel "HERCULES"

TENDERS are invited for the purchase of the above-named vessel with Engines and Boilers and various spare stores.

Tender forms will be issued on application to the undersigned.

Tender forms to reach the Ordnance Office, not later than 12 Noon, July 12th, 1921.

The vessel is now lying at R.A.S.C. Pier and can be viewed on production of form of tender to the Officer in charge Transport, R.A.S.C.

Particulars of the vessel are:—

Steam vessel.

Length ... 85 feet.

Beam ... 17 " 2 inches

Depth ... 10 " 3 "

Displacement Tonnage ... 170.

Horse Power ... 350.

Knots ... 10.

Working pressure per sq. in. 150 lbs.

Engines by Cox & Co. Falmouth.

Vessel built at Falmouth.

Construction of vessel, Wood up to water line, iron plated above.

Approximate carrying capacity 25 Tons or 100 Passengers.

E. G. SPINKS, Captain, Ordnance Officer. [1046]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM JAPAN.

THE Steamship "FOOKSANG"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained. Goods not cleared by the 1st July, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, June 29th, 1921. [1108]

PREPAID "WANTED" ADVERTISEMENTS.

Lectures are lying at this Office for: Boxes C.R. KX, LM, LN, LR, LU, LW, MA, ME, MF, 50.

FOR SALE.—Well-built BUNGALOW situated at Broadwood Road. For full particulars apply to Box MF, c/o Daily Press Office.

WANTED.

BY Englishman, with small family, SMALL HOUSE or FLAT, furnished or unfurnished, any time between now and the end of October. \$50.00 paid to anyone giving such information as will lead to a house being procured.

Apply—Box No. 1113, Care of Daily Press Office. [1113]

WANTED.

FROM November, FURNISHED HOUSE on the Peak. Apply—Box 1105, Care of Daily Press Office. [1105]

FOR SALE.

UPRIGHT GRAND PIANO Made by F. Dörner. The property of Mrs. G. E. Marley. Can be seen by appointment at the University. Also an Arminster carpet 13' 6" x 10' 0". Offers invited. Apply—Box 1114, Care of Daily Press Office. [1114]

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, GINOA, COLOMBO AND STRAITS.

THE Motorship "GLENARY"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 2nd July, 1921, at 5 p.m., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on 2nd July, 1921, at 10 a.m.

Claims against the Steamer must be presented within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, June 29th, 1921. [1106]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "SYRIA"

Arrived Hongkong, on June 28th, 1921.

FROM ANTWERP, LONDON, GIBRALTAR, MARSEILLES, PORT SAID, ADEN, BOMBAY, COLOMBO & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk into the Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary six hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 a.m. on MONDAYS and THURSDAYS.

All Claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, June 28th, 1921. [1121]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "DILWARA"

Arrived Hongkong, on June 26th, 1921.

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk into the Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary six hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 a.m. on MONDAYS and THURSDAYS.

All Claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, June 27th, 1921. [1115]

INTIMATION

IDEAL BEVERAGES

Watson's DRY GINGER ALE

Its dryness and aroma are features which give this drink the popularity it deserves.

Watson's PYERIS

Sparkling Mineral Table Water.

Healthful and refreshing.

Blends excellently with Whisky.

Watson's STONE GINGER BEER

An ideal beverage for tennis and bathing parties. Prepared by a process of partial fermentation which gives it the distinctive flavour which is so pleasing to the palate.

A. S. WATSON & CO., LTD.

AERATED WATER MANUFACTURERS

Telephone 438.

Hongkong Office: 104, Des Vaux Rd., C. LONDON Office: 181, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 30TH, 1921.

THE STRIKE SETTLEMENT.

The settlement of the miners' strike in Great Britain is welcome news. The Prime Minister's statement of the terms of the settlement might make it appear to those who have not followed very closely the history of the struggle, that in securing a new system of payment—a share in the profits over and above a fixed standard wage—the miners have gained a victory which is in this respect very notable. But in reality they have gained little or nothing more than they could have had without the strike. The Mining Association made an offer to the men last March (before they left the pits), based on profit sharing. They proposed to give the men 80 per cent. of surplus profits over the amount required to meet interest and depreciation, and the owners expressed their willingness to consider a proposal for even a larger share. It may be that the actual basis now arrived at is a slight improvement on the original offer, but probably not more than the miners could have got by further negotiation without the strike. "One thing and one thing only, stands in the way of the adoption of our agreed principles," wrote the President of the Mining Association of Great Britain, nearly two months ago,—"the pool; and with that we shall not compromise." The owners regarded any system of pooling of profits as "worse than nationalisation." In the settlement which has, at last, been reached, the national pool is definitely abandoned.

Mr. LLOYD GEORGE has frequently emphasised the necessity for getting rid of the notion that there are huge profits in the mines, and that grasping capitalists are trying to rob the miners of their share. The simple fact, as they have been disclosed in the prolonged discussions, is that before the war it cost in wages to produce a ton of coal 6s. 11d. Last year it cost 25s. 9d. per ton in wages to produce a ton. By February this year this figure had gone up to 27s. In other words, it cost four

times as much in wages to produce a ton of coal as it did before the war. Not only were wages higher, but hours were shorter—for the miners have a legal seven-hour day—and, worst of all, there was impaired efficiency. The statistics show that before the war the average production of one man per day was 21 cwt. of coal; last year it was 13½ cwt.

How can we compete in the markets of the world, with that going on? asked the Prime Minister in one of his public speeches. Great Britain before the strike was, in fact, fast losing her position in the foreign markets.

The general basis of the settlement is the only possible basis on which there can be any prospect of peace and harmony. It is doubtless true to say of it that "it is the largest example of profit-sharing in any country," and in the next few years we shall doubtless see this principle extended to most industries, large and small. It is already adopted in Great Britain to a much greater extent than most people are perhaps aware, and wherever it has been adopted it has had the happiest of results. Judging by such experiments we may confidently expect to find that, when applied to the whole mining industry, output will be increased and that a greater spirit of contentment, harmony and mutual respect between employers and employed will prevail, to the solid and permanent benefit of the industry itself and of all the great industries of the country which depend upon coal for their existence. Great Britain has suffered prodigious losses by this strike, but now that it has happily come to an end let us hope that the miners, with a new and ever-impelling incentive to labour, will put their backs into the task of recovering what the nation has lost, and it may be hoped that the results which accrue from the effort will insure an immunity from any similar dislocation of industry for many years, if not for all time, to come.

To-morrow is a general holiday in the Colony.

A Subscription dance at the Royal Hongkong Yacht Club is announced for July 5th.

We learn that the property occupied by Messrs. C. E. Warren & Co. in Des Vaux Road Central has been sold for \$170,000.

A Chinese woman was knocked down by motor car No. 28, on Wanchai Road, on Tuesday afternoon, and was removed to the Government Civil Hospital. Her legs were injured but not seriously.

The Diplomatic Corps in Peking has asked the Central Government to conduct a thorough investigation about the opium conditions in Fukien in conjunction with a foreign representative of the Corps.

Says the Shanghai Journal of Commerce:—"In view of the number of rumours which are spreading, the Chinese police have been ordered to double their patrols in important places after 8 p.m. nightly. Detectives have been posted at the wharves and railway stations with orders to arrest suspicious persons."

Mr. Albert Smith, an Englishman and a first class passenger on the *Shidzuoka Maru*, drowned himself by jumping from the port hole of his state-room into the sea about 9 o'clock on June 15th just before the boat reached Moji from Kobe. After the incident the boat dropped anchor and a search was made for his body. It was not recovered, however, and the Moji water police were informed.

We understand that the first number of *The Suastika*, a new quarterly magazine, will appear on Saturday next. The contribution are all by local writers, and the magazine is edited by Mr. E. W. Hamilton. As far as we know, this is the first attempt ever made in Hongkong to produce a regular quarterly, and we hope our readers will make trial of the first number, which may be purchased for the sum of \$1 at Messrs. Kelly & Walsh, or at Messrs. Brewer & Co.

Word has been received in Tokyo of the appointment of the Rev. S. Henslett, of the Theological College, Ikebukuro, Tokyo, as Bishop of the missionary diocese of South Tokyo, in succession to the Rev. Bishop Cecil, who recently resigned and has now taken up work as Bishop of Southampton. The Rev. Mr. Henslett, who is an Irishman by birth, is a worker of the Church Missionary Society and has been resident in Japan some years. He saw service in France during the war as an officer of a Chinese labour battalion.

Captain Henry Nelson has been appointed commander of the new "335" liner, *Empire State*, the second ship of its kind assigned to the Pacific Mail S.S. Co. by the U.S. Shipping Board. The *Empire State* was to leave Baltimore for San Francisco last week. She will leave the latter port on July 23rd on her first run to the Far East.

A Chinese woman living in Saiwanho, Shaikwan district, was so severely assaulted by three men that she had to go to the Government Civil Hospital for treatment. Yesterday, she appeared at the Magistracy to prosecute one of her assailants. She had ugly marks on her face. She said that the whole trouble was over the defendant and the other men, who were her tenants, refusing to pay the rent of their cubicle. The defendant did not beat her so severely as the other two men who had escaped. Mr. Orme fined the defendant \$10, or 14 days, half the fine, if paid, to go to the woman as compensation.

The annual ceremony of decorating the graves of those who fell during the 1900 Boxer rebellion was held on June 17th in the presence of a gathering at the Canton Road Cemetery, Tientsin. Mr. W. P. Ker, C.M.G., British Consul-General, gave a brief address in the course of which he outlined the history of what happened in 1900 and at the conclusion the Buglers of the 1st Rifles sounded the "Last Post." The work of placing the flowers was superintended by Mrs. H. Payne who was assisted by Boy Scouts, Girl Guides, Brownies, He Wolf Cubs and many others. Well over one thousand pots of flowers were received.

There was great disappointment when the Admiralty sold back to her original owners the flotilla leader *Broke*, in which Captain R. G. A. Evans, now in command of the *Carlisle* on the China Station, made such a name for himself in the Dover Patrol. They have now decided, however, that at all events the name is not to be allowed to pass out of the Navy list, and have given orders that the *Broke*, at present completing at Portsmouth dockyard, is to be renamed *Broke* forthwith. On the same day, the King officially granted permission for Captain Evans to wear the Belgian Order of the Crown and Croix de Guerre, which King Albert wished to confer on him.

H.E. the Governor gave a dinner party in honour of the Hon. Mr. J. Storey, Premier of New South Wales, on Tuesday evening. The guests present were:—Hon. Mr. J. Storey and Mrs. Storey, H.E. Major-General Sir G. Kirkpatrick, K.C.B., K.C.S.I., and Lady Kirkpatrick, H.H. Mr. Justice Gompertz and Mrs. Gompertz, Commodore Bowden Smith, C.B.E., Hon. Mr. C. Severn, C.M.G., Hon. Mr. J. H. Kemp, K.C., C.B.E., and Mrs. Kemp, Hon. Mr. C. McI. Messer, Hon. Mr. T. L. Perkins and Mrs. Perkins, Hon. Mr. H. E. Pollock, K.C., and Mrs. Pollock, Hon. Mr. P. H. Holyoak and Mrs. Holyoak, Sir W. Brunyate, K.C.M.G., and Lady Brunyate, Miss Storey, Miss M. Kirkpatrick, Mr. J. B. Sutor, Mr. T. Fox and Miss Fox, Mr. C. H. Hay, M.V.O., Pay-Lieut. Com. Stern, and Capt. Fisher, M.C.

SIR JOHN JORDAN.

A Northern contemporary states that upon the recommendation of Dr. Wellington Koo, Chinese Minister in London, the Peking Government will shortly appoint H.E. Sir John Jordan (until last year, the British Legation Minister in Peking), to be high political adviser to China.

It is not clear whether the appointment of Sir John Jordan will affect in any way the status of Sir John McLeavy Brown, the Counsellor of the Chinese Legation in London.

THE CONTROL OF FOOD PRICES.

HON. MR. POLLOCK'S INQUIRIES.

The Hon. Mr. Pollock, K.C., has given notice of his intention to ask the following questions at the Legislative Council this afternoon:—

1.—Has the Committee for fixing the prices of food and other necessities been dissolved and if so when was it dissolved and why? If not dissolved, how long is it since it last met?

2.—Is the Government aware that the prices of fish and firewood have been recently considerably increased by the pradores? Will the Government cause enquiries to be made into the same, with a view to having same reduced?

CABLES.

LATEST CABLES.

[TELEGRAPH BUREAU'S AGENCY.]

ENGINEERING TRADE CRISIS
BALLOT AGAINST EMPLOYERS' OFFER.

LONDON, June 29th.—The ballot of the engineering employees on the employers' offer of reduced wages has shown a substantial majority against the acceptance of the offer.

Gasworkers, numbering 90,000, have agreed to a reduction of 8s. 9d. weekly.

FORTNIGHTLY MAIL.
ARRANGEMENTS FOR AUSTRALIAN SERVICE.

MELBOURNE, June 29th.—The Melbourne Age states that arrangements have been concluded between the Orient and the Peninsular companies to conduct a fortnightly mail service between England and Australia.

TO END WAR.

RESULT OF SENATE AND HOUSE COMPROMISE.

WASHINGTON, June 29th.—The Senate and the House of Representatives conference have reached a compromise on the Knox-Porter resolutions, declaring the state of war with Germany and Austria ended. The compromise embodies the House of Representatives' plan for declaring the state of war ended, and the Senate provisions for making reservations in regard to American and other rights.

IRISH PEACE.

SHADOW ON HORIZON.

LONDON, June 29th.—The first shadow on the Irish peace horizon has arisen owing to Sir James Craig informing Mr. De Valera of the impossibility of arranging the proposed meeting in Dublin on July 4th. Sir James Craig adds that he has already accepted Mr. Lloyd George's invitation to the London conference.

EARLIER CABLES.

THE IRISH PROBLEM.
ULSTER ACCEPTS PREMIER'S INVITATION.

LONDON, June 27th.—The Ulster Cabinet has accepted Mr. Lloyd George's invitation to attend an Irish conference.

THE SOUTHERN PARLIAMENT.

LONDON, June 27th.—The Southern Parliament has held its first session in Dublin. Only fifteen Senators and four Members of the Commons attended, out of 64 and 128, respectively. The meeting was adjourned to July 13th, to enable members to take the oath, failing which Parliament will be dissolved, and Crown Colony Government established.

MR. DE VALERA'S PROMISING REPLY.

LONDON, June 27th.—Mr. De Valera has replied to the Premier, declaring that he is consulting such principal representatives of the Irish nation as are available, and emphasizing his earnest desire to effect a lasting Anglo-Irish peace. He says, however, that he sees no avenue of achieving this if Ireland's essential unity is denied. He promises to reply more fully after discussion with the Unionists.

Mr. De Valera has written to Sir James Craig and other leading Unionists inviting them to meet him at the Mansion House, Dublin, on July 4th.

WHITE SLAVE TRAFFIC.
CONFERENCE AT GENEVA.

THE HAGUE, June 27th.—Dr. van Graaf, President of the National Committee to combat White Slave Traffic at Utrecht, will represent the Government at the international conference on this subject to be held at Geneva on June 30th. He will be accompanied as technical expert by Dr. van Walsen, co-inspector of Governmental Bureau at Batavia.

DUTCH CABINET CRISIS.

TRYING TO DEVISE A SETTLEMENT.

THE HAGUE, June 27th.—It is announced that Herr van Boerenbroek has agreed to endeavour to devise a settlement whereby the Cabinet will remain in office unchanged or with its composition modified, if necessary.

DEMPSEY-CARPENTIER FIGHT
INJUNCTION REFUSED.

NEW YORK, June 27th.—The Jersey City Judge has refused the injunction to stop the Dempsey-Carpentier fight.

AFGHAN MISSION IN FRANCE.

PARIS, June 23rd (delayed).—The Afghan Mission, headed by General Veli-Khan and the Kokand Amir, visited Lyons and the Cronst Steel Works, the largest in Europe.—Havas.

LATEST CABLES.

WIMBLEDON SENSATION.

SHIMIDZU DEFEATED BY ALONZO.

LONDON, June 29th.—Wimbledon witnessed one of the most exciting semi-final fixtures when Alonso (Spain) beat Shimidzu (Japan) by the barest margin. The former was swift and audacious, but served countless doubles. Shimidzu was remorselessly steady and stoical. The match was always a matter of touch-and-go.

Alonso's intensive play was only resisted by the coolest nerve and the quickest footwork on the part of Shimidzu, who pursued a wearing-down game with characteristic skill and displayed great volleying resources. Shimidzu utilised the lobs most successfully, but his steadiness was overwhelmed by the Spaniard's bursts of brilliancy.

EARLIER CABLES.

SOUTH AFRICAN AND SPANIARD
IN THE FINAL.

WIMBLEDON, June 27th.—Playing in the semi-final Alonso (Spain) beat Shimidzu (Japan) by 3/6, 7/5, 2/6, 6/4 and 8/6.

Norton (South Africa) beat Hunter (America) 6/0, 6/3, 5/7, 5/7, 6/2.

MINERS' STRIKE SETTLEMENT
ADOPTION OF PROFIT SHARING SCHEME.MR. LLOYD GEORGE'S STATEMENT
IN PARLIAMENT.

LONDON, June 27th.—Mr. Lloyd George announced in the House of Commons that the Miners' Executive had decided to recommend the terms of the agreement to the men in view of the resumption on July 4th. He said that the demand for a profits pool had definitely been abandoned.

The main feature of the permanent agreement, the Prime Minister said, was the establishment of a new system of payment to the wage-earner, namely, profit-sharing with the employer. He believed this to be the largest example of profit-sharing in any country. Wages must be the first charge on industry. A standard wage of 20 per cent. above pre-war wages would be fixed, and after wages and other costs had been satisfied, the owners would receive £17 for every £100 paid in wages, and if there were further proceeds, they would be divided, the workman to receive 83 per cent. and the owner 17 per cent. That settlement would last until September 20th, 1922, and he believed it would result in an unexampled harmony in the coal industry.

The operation of that arrangement at the outset would create great difficulties in certain important districts. The exporting districts which had been hardest hit during the last six months deserved special consideration. If economic conditions were allowed full play before the industry had time to recover, wages in South Wales would be reduced by 9s. 6d. daily. Owners, supported by the miners, had pressed the Government to assist in re-starting these pits and had convinced the Government that resumption would only be partial without assistance. It was arranged that there would be an immediate reduction of 2s. per shift, with an additional 6d. reduction in August and September, respectively. Beyond that period the permanent agreement would operate, and the subsidy of ten millions, which the Government had decided to grant, would not be concerned therewith. In districts where wages had been reduced by the settlement owners had agreed to forego for three months, their profits under the profit-sharing scheme. Finally, a National Board would be established consisting in equal numbers of miners and owners. There would also be District Boards to which disputes would be referred.

Mr. Lloyd George appealed that nothing should be said to increase the difficulty of the task of the Miners' Executive. The settlement was a great promising experiment and no such principles had ever before been applied to a great industry on such a scale. He hoped it would create new relations between Capital and Labour. He emphasized that the alarming reduction of output in this basic industry was making the introduction of a new spirit essential, which would revive export of coal and enable British industries to produce goods and compete in the markets of the world. Under a co-partnership arrangement, wages and profits would depend on the improvement of the industry. Hence, though the conflict had been most costly and destructive, if the new system was worked with a spirit of goodwill, it would amply repay the nation for all the damage and open a new era of peace in all industries.

Mr. Asquith said that the House would take a grave responsibility if it refused the Government authority to grant the subsidy.

Mr. Clynes urgently hoped the miners would agree to the recommendation of their leaders to accept the settlement, which had a most important bearing on future relations between employers and employees. Mr. Clynes appealed to the whole Trade Union movement to learn the lesson of the folly of their methods in this dispute, and the obsolete character of their machinery. He appealed to Trade Unionists to have greater faith in their leaders.

Mr. Chamberlain said that the vote of ten millions would be submitted on July 1st.

Several members said that speeches and discussion on the Vote might irritate the miners and prevent resumption on July 4th. It was consequently arranged that the Vote should not be discussed on July 1st, but should be discussed in the report stage on July 7th.

LATEST CABLES.

OBITUARY.

LONDON, June 29th.

The death is announced of Lady Randolph Churchill, following the amputation of a foot after an accident.

EARLIER CABLES.

BALTIMORE, June 27th.

The death is announced of the Hon. Mr. Charles James Bonaparte, who was Attorney General under President Roosevelt.

ENGLISH-SPEAKING UNION.
MR. CHURCHILL'S SPEECH AT LUNCHEON.

LONDON, June 27th.—Mr. Winston Churchill, speaking at the English Speaking Union's luncheon in honour of the delegation from Virginia and Dr. Nicholas Butler, President of Columbia University, described July 4th, 1918, as an epoch-making date when there was not merely a declaration of independence but a declaration of inter-dependence made, marking the end of all possibilities of quarrels between English-speaking peoples. One grave impediment to the growing unity of English-speaking peoples was the situation in Ireland. We had now reached a point full of tragedy, but not without knowing that there was a slight hope of reconciliation between Anglo-Irish interests and sentiments. No one could foretell the course of events but he emphasized that the British people must not merely consider Ireland and Irishmen but very much larger and wider considerations outside the United Kingdom. The reward of a happy settlement would be reaped across the Atlantic.

HOME CRICKET.

LATEST COUNTY RESULTS.

LONDON, June 27th.—Essex beat Northants by an innings and 164 runs.

Middlesex beat Lancashire by 173 runs.

Surrey beat Yorkshire by 179 runs.

Cambridge beat Marylebone by an innings and 91 runs.

Somerset beat Warwick by seven wickets.

The match between Sussex and Hampshire was drawn.

COTTON MILLS RESUME.

LONDON, June 27th.—In East Lancashire many cotton mills resumed yesterday. At Accrington 2,000 weavers re-started and at Burnley and Darwen 40 and 50 per cent. respectively of the mills are working.

FAR EASTERN CABLE NEWS

[TELEGRAPH BUREAU'S AGENCY.]

ANGLO-JAPANESE ALLIANCE
CANADA'S OBJECTIONS TO RENEWAL.

LONDON, June 29th.—Mr. Arthur Balfour, Lord Lee and Sir L. Worthington Evans attended the Imperial Conference for the first time yesterday, when the Anglo-Japanese Alliance was again discussed.

The London correspondent of the Manchester Guardian asserts that Canada strongly opposes renewal on the ground that it has served its purposes and now no longer harmonizes with the new international spirit. Canada fears that the renewal of the Alliance would lead to competition in armaments with America, thereby freshening Canada's limited military and naval defence resources.

A discussion on the Anglo-Japanese Alliance was initiated by Mr. Lloyd George at yesterday's Imperial Conference, and was resumed again to-day. Contrary to some reports it is understood there is a consensus of opinion in favour of renewal. It is believed that the Indian objection to the Treaty was on the ground of one of the *raison d'être* that there was a possibility of trouble in India. This has been easily overcome. Views, apparently, centre around the course to be pursued in order to maintain and strengthen friendship with America, and the necessary amendments to bring the Alliance into conformity with the League of Nations Covenant.

JAPANESE CROWN PRINCE IN FRANCE.

PARIS, June 23rd (delayed).—Accompanied by Marshall Petain and Admiral Gohenne, the Japanese Crown Prince and suite has left for Strasbourg, Verdun and Alsace Lorraine.—Havas.

THE "TIKEMBANG"
PASSENGERS.MAGISTRATE FINDS THERE WAS
"NO REVOLT."

QUESTION OF THE PASSENGERS' RELEASE.

The Magistrate (Mr. R. E. Lindsell) gave his decision, yesterday, in the case in which nine passengers and one member of the crew of the s.s. *Tikembang*, of the Java-China-Japan Line, appeared on an extradition warrant for an alleged revolt against the authority of the Captain, on the high seas, a month ago.

It will be remembered that after a dispute between a Chinese and a Japanese member of the crew, the Chinese dissident appealed to the Chinese passengers, who came to the Captain in a large body and in a threatening manner. Threats to kill were alleged; demands were made to the Captain and he was threatened with "consequences" if he did not accede to them. The men before the Court were picked out by the ship's officers as among those who took part.

Mr. G. H. Wakeman (Crown Solicitor) conducted the case on behalf of the authorities. Mr. Leo D'Almada and Mr. M. K. Lo defended, and Mr. H. C. Macnamara, watched the case on behalf of the shipping company.

The Magistrate said he had discovered, after studying the depositions since the last hearing, that there was no evidence against the ninth fugitive.

Mr. Wakeman: That is so, your Worship. I was going to mention it to-day.

The ninth fugitive was accordingly discharged.

MAGISTRATE'S FINDINGS.

The Magistrate, remarking that it remained for him to reply to the legal points raised, then read his findings as follows:—

The legal points raised at the last hearing by the solicitors for the defence were three in number.

1.—The first was that the extraditable offence of revolt at sea had not been shown to be an offence indictable under the law of this Colony.

The answer to this is that there can be no possible doubt that the Statute 11 Wm. III. c. 7, with all the Acts of Parliament passed prior to 1843, were made part of the law of this Colony by Section 5 of the Judicature Ordinance, 1873.

2.—The second point was that even if the extraditable offence of revolt on board ship is derived from the crime of statutory piracy under Section 8 of 11 Wm. III. c. 7, the fugitives in this case must be discharged, because Section 8 of the said Statute applies only to revolt by seamen and mariners, and not to passengers.

Though I am inclined to think that despite the silence of Halsbury, Russell and Stephen, the words in the Act "any person" are general. "If any person" makes, or endeavours to make, a revolt in the ship" this must surely include passengers as well as members of the crew. Halsbury, at p. 329 of Vol. XXV. states that "as common law the master has absolute control over the passengers and they are bound to obey all his reasonable orders, etc." Hence the words in Section 8 of the above Act "if any person shall lay violent hands on his commander," must I think be read in this light, i.e. that the commander of a vessel is for the time being master of the passengers on board, as well as of the crew. It is unfortunate that there are no recorded cases bearing directly on this point. The case of Rex v. McGregor, quoted by Mr. Lo, really decided nothing beyond the point that a revolt could not be made by a single individual.

The case of Rex v. Smith (1848) 3 Cox 443, also quoted by Mr. Lo, does not carry us much further. It is true that certain remarks of the Recorder go to support the view that the Statute 11 Wm. III. c. 7 refers only to mariners, and seamen, and not to passengers, but the *obiter dicta* and unnecessary for the decision of the case. The legal point on which the prisoners in this case were discharged was, in fact, that, having been illegally shipped they had no legal obligation to the master and hence there was no revolt because there was no obligation. They were not indictable because they were illegally shipped, and because they were not under a common duty to the master because the ship was in port and in no danger. On this point therefore, though with some doubt, I must rule against the defence.

3.—Thirdly, the defence argues that there is no evidence of any actual revolt made by the fugitives, and this point brings me to the consideration of what is the meaning of the word "revolt." Here I cannot do better than quote the words of Lord Abinger's summing up in the McGregor case already quoted:—

"By revolt I understand something like rebellion or resistance to lawful authority. Persons who resist the constituted authorities if they are subjects, are said to be in a state of revolt."

It cannot be doubted that the Captain of a ship at sea is a constituted authority to whom the passengers on board are subject (Halsbury XXV. p. 329 already quoted). The question I have to decide is whether there is evidence in this case of actual resistance by the fugitives to the authority of the Captain of the s.s. *Tikembang*.

The evidence of the witnesses, though to some extent conflicting, makes it quite clear that the attitude of a number of passengers, headed by the fugitives, was exceedingly truculent and menacing, and it was their threats that led the Captain—in real apprehension of danger—to the safety of his ship—to take measures contrary to his own better judgment in dealing with certain members of his crew.

Is a menacing attitude coupled with threats sufficient to constitute a revolt? In my opinion, it is not sufficient. I consider that some definite act of violence must be proved before a charge of revolt can be established. It must be remembered that the Statute of 1088 declares revolt on board ship a statutory piracy—a heinous crime visitable with the most condign punishment. Here the only act of violence spoken to is the threatening of the Captain—right at the beginning of the disturbance—by an unidentified passenger with a piece of iron. Conspiracy to revolt there perhaps was, but no actual revolt; a common law misdemeanour, but no felony. My finding on this point, however, does not entail the immediate discharge of the fugitives. I am not bound by the charge on the provisional warrant under which each of the fugitives was arrested.

It will be necessary for me to await the arrival of the requisition and warrant of the Netherlands-India Government. Only then will it appear what is the exact nature of the charge on which the extradition of these fugitives is sought.

NEW LEGAL POINTS.

Mr. d'Almada: In the meantime, I take it, your Worship will direct that these men be detained or be discharged on bail.

Mr. Lindsell: Certainly; there is no question of committing them to goal.

Mr. d'Almada submitted that, the warrant being the only document upon which the Court had proceeded, and the only charge on that warrant being revolt, if the Magistrate was satisfied there was no revolt, those persons were entitled to their immediate discharge.

The Magistrate: I don't think so. I do not think I am entirely bound by the charge as it appears on the warrant.

Mr. d'Almada: On the warrant, your Worship's duty was to remand them from time to time until the requisition was received and no evidence should be taken. But having taken the evidence, and having found there is no revolt, I submit they are entitled to their discharge and that your Worship's powers are at an end.

Mr. Lo associated himself with what Mr. d'Almada had said. The only possible crime which it seemed might be brought against the men was of "conspiracy to revolt." Assuming that the requisition from the Government of Netherlands India required the men to be surrendered on the ground of conspiracy to revolt then, Mr. Lo urged, it was the Magistrate's duty to discharge them because conspiracy to revolt was not an extraditable crime, not being included in the treaty with the Netherlands.

His Worship pointed out that the last part of the treaty said "other crimes are to be included."

Mr. Lo said the authority was perfectly clear in Halsbury. It was stated that an extraditable crime was one which, if committed in England, would be one of the crimes enumerated in the Extradition Act and included in the Treaty under which application for surrender was made.

His Worship thought that the concluding paragraph might cover other crimes which were indictable under the laws of each of the countries concerned.

Mr. Lo: How can your Worship detain these men for any crime now, because the only power is under the warrant? You have acquitted them of the crime on the warrant. I think it would be an unheard of thing if the Crown had applied to you to deal with the case in the way which you propose.

The Magistrate: This is a very exceptional case, Mr. Lo. You must recognise that.

Mr. Wakeman: My submission is that you must await the requisition and warrant. Until that time you cannot say what offence they are charged with. Mr. Wakeman did not attach great importance to the fact that the Treaty and the Act did not always agree. He thought the men must be detained until the expiration of sixty days.

The Magistrate: Supposing the requisition arrives and the Dutch Consul proves to me that conspiracy is a crime against the law of the Netherlands, as it is, admittedly, against the laws of England and of this Colony.

Mr. d'Almada: I think your Worship has placed yourself in a very awkward position. Having taken the evidence and found that no charge of revolt has been made out against these men, assume that the requisition from the Netherlands alleges the crime of conspiracy to revolt, all we need do is to come before you and say that that is not an extraditable offence under the treaty.

The Magistrate thought this was covered by the concluding words of the Treaty which had already quoted.

Mr. d'Almada said that it had been clearly held that one could not be extradited except for an extraditable offence, within the specific terms of the Treaty. If the requisition brought a charge of revolt, what would the Magistrate do then?

The Magistrate: I shall naturally discharge them.

It was agreed that the solicitors concerned should be given an opportunity to consider the new legal points raised and the case was adjourned for another week.

THE WAR OF THE TWO
KWANGS.ANOTHER IMPORTANT VICTORY
FOR THE CANTONESE ARMY.

We have received from Canton the following communiqué:—

Late yesterday afternoon, a report was received from headquarters stating that the Cantonese troops under Generals Hu Han-ching and Chen Chiung-kuang in the Kou Lo district had wrested a victory from the Kwangsi invaders at Fachow (Hunchow) a very important city which the invaders had captured from the Cantonese during the first few days of hostility. Fachow is now back in the hands of the Cantonese troops after a hard fight, resulting in 3 battalions of the enemy troops surrendering their arms to the Cantonese.

Fachow commands a direct road to the sea and it seemed for a time that the invaders would succeed in breaking the Cantonese line of defence and reach the different seaports which means that assistance from the outside would be facilitated.

Now that Fachow is recaptured and Wuchow is in the hands of the Cantonese troops, there is no hope of the Kwangsi militarists receiving outside help.

AN APPEAL TO THE WOMEN OF
CANTON.

The following appeal has been issued by Mrs. Sun Yat-sen, Mrs. Wu Ting-fang and the other officers of the Canton Women's War Relief Association organized since the outbreak of hostilities between the two Kwang Provinces:—

"In defence of our province against the invasion of the Kwangsi militarists, our soldiers are now sacrificing their lives at the front. Their victory means the triumph of democracy and the downfall of militarism."

"The women of Canton, realizing their responsibility as citizens of the Republic, desire to do their share in alleviating the sufferings of our soldier-brothers, who are now valiantly defending us from the barbarous invasion and its consequent atrocities. For this purpose we have banded together and organized the Canton Women's War Relief Association. This is the least we can do to express our gratitude to our protectors."

"Our aim is to raise immediately as much money as possible for the sole purpose of relieving the soldiers and their families in various ways. Will you not, as a friend and well-wisher of China, support us by contributing liberally to this noble cause?"

IRISH BISHOPS AND DR.
MANNIX.

A FAREWELL ADDRESS.

Dr. Mannix, Archbishop of Melbourne, on leaving England for Australia, was presented on May 11th, with a farewell address from the Irish Roman Catholic Hierarchy at the Jermyn Court Hotel, Jermyn-street, where he was entertained at luncheon. The English Roman Catholic clergy also gave a farewell dinner to Archbishop Mannix at the Cannon-street Hotel, the Bishop of Portsmouth presiding.

The address from the Irish Hierarchy was signed by Cardinal Logue, the Archbishops of Cashel and Tuam, and all the Irish Roman Catholic Bishops. It declared that his pronouncements in favour of Irish national rights had been inspired solely by the love of justice, and expressed the wish that British politicians could bring themselves to adopt his broad and statesmanlike views, adding:—

"They have chosen rather to insult and pursue you with petty tyrannical unworthy of the rulers of a great Empire. You were captured like a criminal on the high seas and rigorously excluded from visiting your aged mother and the land of your birth. Not Catholics alone but, we believe, fair-minded men of every shade of religious and political thought, resent this gross indignity to an illustrious Archbishop whose only crime has been an unflinching exposition of truth. We have waited patiently for months in the hope that the British Government would recognize the folly as well as the impolicy of its action. We have been disappointed, and we hereby renew our indignant protest against the treatment to which you have been subjected."

A CHINESE EMPEROR AND HIS
HORSES.

The British Museum has just been presented with two casts of slabs which formed the tomb of a Chinese Emperor of the Tang dynasty, who lived in the middle of the seventh century A.D. He had the tomb made during his lifetime in order that he might know it would be as he liked. A great horseman, he employed a distinguished artist of the time to make for the tomb relief sculptures of his favourite horses, each of which had a name. The tomb was constructed in A.D. 644, and the slabs were all coloured. Originally each horse had its own colour given to it in the sculptures.

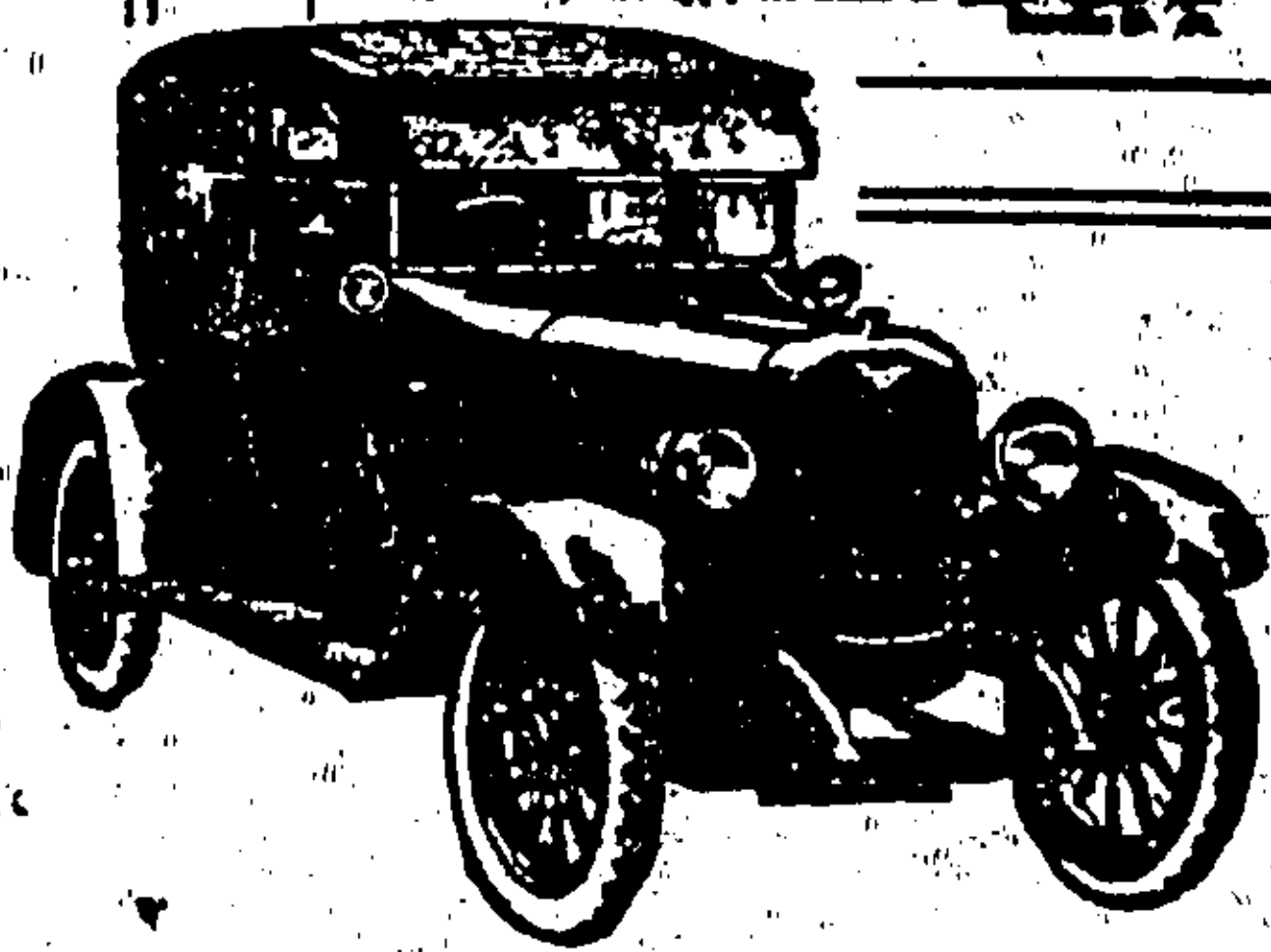
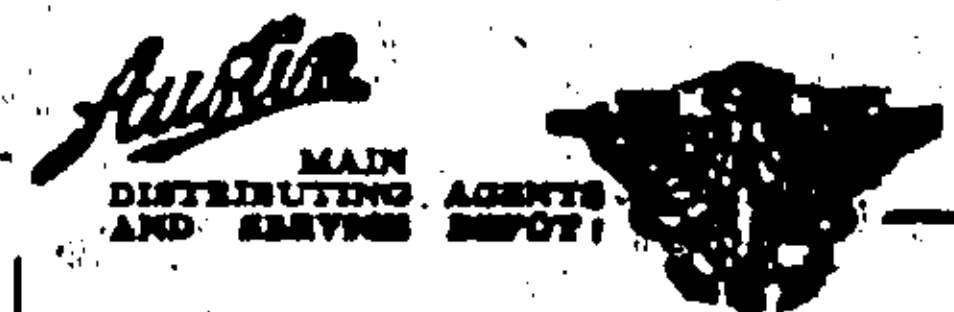
This tomb, which has long been known, had fallen to pieces, and the slabs were taken to America, where they were bought for about £25,000 for the University Museum of Philadelphia. The casts were given by Mr. Lo, who sold the originals to Philadelphia. They are about half-life-size, and will be shown on the staircase leading to the Northern Annex.

In my judgment, the House of Commons has in recent years increased in usefulness and in authority.—Mr. Lowther.

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MARTIN'S APOLASTIC PILLS

A PEKING LOVE DRAMA. A SENSATIONAL AFFAIR.

In reference to the sad death of Captain Petri, of the Italian Legation, by suicide, and the causes that led up to it, the Italian Legation has issued an official statement as follows:-

"With reference to the report which has been published in a Peking paper concerning the death of Captain Petri, the details and the reasons thereof are not admitted by the Italian Legation. At the present moment a full judicial enquiry is being made into the cause and until this investigation is completed the Italian Legation does not consider itself empowered to make any statement on the matter."

The Peking Correspondent of the Peking and Tientsin Times writes:-

The Italian Legation, as will be seen, does not see its way clear to make any statement on the case until the official investigation has been made. The case is not now in the hands of the Italian Legation but in the hands of the Judicial officer who has arrived here from Tientsin. The injured woman, Maria Cioci, an Italian who is at present in the Rockefeller Hospital, is expected to be in a condition to leave that institution within the next few days, thus proving that the wounds inflicted were not so serious as reports would have the public to believe.

According to statements made to me, Miss Maria Cioci had a love affair with the late Capt. Petri some few years or so ago in their homeland. Captain Petri, who served in the Naval Bureau during the war, subsequently came to China, in the early part of this year. Miss Maria Cioci came to China and after a ten days' stay was persuaded to return to Italy. She later unexpectedly arrived here and made a dramatic entrance into Capt. Petri's house, the first announcement of her arrival being in Peking. She then went to Shanhaikuan, and on account of her excited statements had to be put under watch to see that she did not commit suicide. Apparently she was determined to keep her hold on Capt. Petri, so she came back to Peking where on several occasions, so it is stated, she threatened to do away with herself. Then followed the incident in the Hotel Wagon Lite in which she was wounded.

The different reports in circulation as to what happened and the stand taken by the Italian Legation not to say anything until the judicial inquiry has been made, it is impossible to secure a true account of what really did occur on that fateful night.

Captain Petri, on the second day of Miss Cioci's stay in Hospital, went to see her and remained with her, because she was so excited when he attempted to leave, for two whole days and only left to go to his home to end his life. His meals had been sent in by a friend of his but on the night that he took his life he sent a message to one of his friends that he intended to take dinner with him. Instead of going to his friend's residence he went to his own house, placed a pistol to his temple, and fired the bullet which went straight through his head. He lived for some four hours after but never again regained consciousness.

Such are the details available at the moment of one of the saddest tragedies that has taken place in Peking. What the investigation that is now taking place will divulge may give quite a contrary view to that which is now generally held. An Editorial footnote to the above communication reads:-

Although the full details of the mystery which led to the convergence of Miss Maria Cioci, seriously wounded, to the Rockefeller Hospital last week, and the suicide of Captain Petri on Tuesday, cannot be revealed until the Italian judicial inquiry has been held, we consider that the Italian Authorities have been most unwise in attempting to keep the incident out of the Press. The scandal that has thereby been caused in Peking is greater than any that has occurred in the Capital for many years. Miss Cioci arrived in the Hospital with her arms and face so badly slashed that something like seventy stitches had to be put in by the surgeons. Her own story was that she had been assaulted by another woman jealous of her infatuation for Captain Petri, and that her assailant had also slashed her valise. Whether these statements are correct or not remains to be seen, but the scandal has now attained such proportions that no matter who is involved, or why, the full truth must be revealed, and we hope that the Italian Authorities will see the wisdom of short-circuiting the wild rumours that have been in circulation in Peking and Tientsin by a full and frank statement of the facts at the earliest possible moment.

GLUT OF DIVORCE CASES IN ENGLAND.

MANY STILL NOT HEARD.

Sir H. E. Duke, President of the Divorce Court, announced on June 1st, that at the end of the present term all arrears in divorce will probably be cleared off. He draws attention to the enormous list of 2,373 cases to the beginning of the session, while at the end of June there will still be 1,138 cases to be heard before the long vacations. The Lord Chancellor said that the situation was the consequence of the war leaving unrest, which spread to every sphere of modern life. He felt that a return to the pre-war figure of lengthy divorce was unlikely. He shuddered to think of the misery and mischief it would cause if a year hence the current cases were still unheard. He combated the proposal that undefined cases should be heard by County Court Judges or Magistrates, because numbers of the cases required judicial capacity of the highest orders.

Turkey has introduced an Anti-Bachelor Bill, and the Daily Mail heads the news: "Men Must Marry: Hard Labour for Those Who Don't." In most Western countries it is hard labour for those who do—Osgood.

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Scots Whisky will
sing its own praises

The quantity is
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is rare. You cannot
get it everywhere



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THE famous "Five Stars" brand is appreciated by discerning users of stimulants all over the world. Wherever people of good taste meet and have fellowship, in all good Clubs and cultured homes, it is welcomed and esteemed because of its exquisite delicacy of flavour. No other whisky is of the same superior quality.

Give Haig & Haig Five Stars Scotch Whisky a place in your home, and enjoy the satisfaction of knowing that the stimulant you use and offer to your friends reflects favourably upon your good judgment.

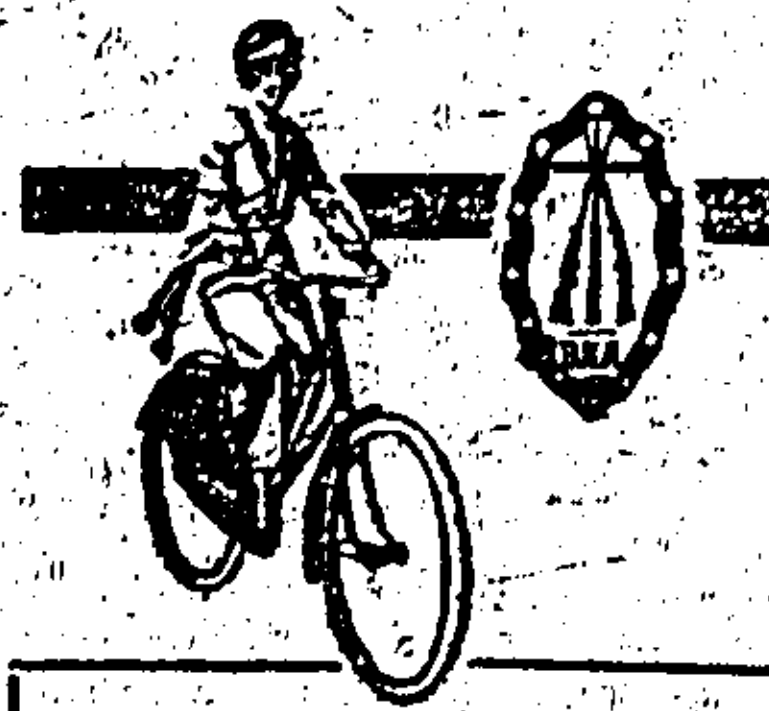
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IT IS WELL WORTH THAT LITTLE MORE

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by offering them
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They will appre-
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BSA BICYCLES

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WEEKLY AUCTIONS.

MONDAYS:-

MISCELLANEOUS GOODS.

WEDNESDAYS:-

VALUABLE

HOUSEHOLD FURNITURE

FRIDAYS:-

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SHIPPING NEWS

ARRIVALS.

June 29th.
Douvanant, French str., 370 tons, Capt. A. Crenon, from Haiphong, with a general cargo.—Kai Yee.
Doosung, British str., 1,415 tons, Capt. Robertson, from Swatow, with a general cargo.—J.M. & Co.
Laen Samud, Siamese str., 1,012 tons, Capt. Virachatra, from Bangkok and Swatow, with a general cargo.—Kwang Nguan Seng.
Lala Farmingdale, American str., 2,047 tons, Capt. F. Diaz, from Saigon, with rice.—Pacific Mail S.S. Co.
Macassar Maru, Japanese str., 3,494 tons, Capt. N. Sadaaki, from Balikpapan, with a general cargo.—Nanyo Yusen Kaisha.
Shun Shing, Chinese str., 297 tons, Capt. C. A. de Souza, from K. C. Wan, with a general cargo.—Po Shun S.S. Co.
Tashan, Chinese str., 1,210 tons, Capt. J. Halkett, from Shanghai and Swatow, with a general cargo.—C.M.S.N. Co.
Tijuanas, Dutch str., 2,444 tons, Capt. T. P. Scholtenburg, from Samarang, with sugar.—J.C.L.L.
June 29th.
Amakusa Maru, Japanese str., 1,750 tons, Capt. Harada, from Kuching and Swatow, with a general cargo.—O.S.K.
Arabia Maru, Japanese str., 9,800 tons, Capt. K. Kuniya, from Shanghai, with a general cargo.—Orders.
Drifur, Norwegian str., 1,102 tons, Capt. V. Bjorth, from Hoihow, with a general cargo.—Thorsen & Co.
Hoching, British str., 1,264 tons, Capt. Stewart, from Swatow, with a general cargo.—D.L. & Co.
Huansang, British str., 1,885 tons, Capt. A. H. Kytman, from Sandakan, with timber.—J.M. & Co.
Hydrograph, British str., 561 tons, Capt. Jenkins, from Swatow, with a general cargo.—Chiu On S.S. Co.
Kaiping, French str., 177 tons, Capt. Fr. Dubuis, from Pakhoi, with a general cargo.—Sing Kee.
Komuya Maru, Japanese str., 1,780 tons, Capt. K. Katayama, from Port Paraval.—P. A. Lapique.
Laisang, British str., 3,238 tons, Capt. F. Mooney, from Singapore, with a general cargo.—J.M. & Co.
Maek Fielding, American str., 1,588 tons, Capt. H. S. Udley, from Hoihow, with a general cargo.—P.M. S.S. Co.
Providence, Norwegian str., 893 tons, Capt. J. H. from Dairen, with a general cargo.—Kwang Mow Tai.
Srang Bee, British str., 3,764 tons, Capt. W. T. Larkins, from Singapore, with a general cargo.—Turn Kee.
Sunning, British str., 1,570 tons, Capt. H. A. Wavell, from Canton, with a general cargo.—B. & S.
Sunghuan Maru, Japanese str., 1,503 tons, Capt. O. Kawamura, from Shanghai and Swatow, with a general cargo.—N.Y.K.
Tungshing, British str., 1,173 tons, Capt. R. W. Bateman, from Canton, with a general cargo.—J.M. & Co.

CLEARANCES.

June 29th.
Amur Maru, for Shanghai.
Donnamut, for Hanting.
At Canton, for K. C. Wan.
Huach Wu, for Chingwantao.
Lake Gilpen, for Singapore.
Macassar Maru, for Moji.
Nile, for Singapore.
Providence, for Canton.
Shuiko Maru, for Irwoto.
Shunshing, for K. C. Wan.
Sosho Maru, for Swatow.
Sunghuan Maru, for Canton.
Sunning, for Amoy.
Syria, for Shanghai.
Tashan, for Canton.
Tungshing, for Swatow.
Victoria, for Manila.

PASSENGERS.

ARRIVALS.
 For s.s. *Lairing*, on June 29th:—Mrs. Darby, Mr. Pinfold.
 For s.s. *Hoching*, on June 29th:—Mr. Gibbons, Mr. McKenzie, Mr. Richardson, Mr. Strahan, Mrs. Yeh, Mrs. Filburn.

SHIPPING MOVEMENTS.

The B.M.S. *Empress of Japan* arrived at Yokohama on June 29th, at 6 a.m., and was to leave there the same day at 3 p.m. She is due at Hongkong on July 7th, at 7 a.m.
 The N.Y.K. s.s. *Kaga Maru* (European line) left Kobe for this port at Moji and Shanghai on June 29th, and is expected here on July 7th.

VESSELS EXPECTED.

Alcaniti (Blue Funnel), due August 7th.
Bolton Castle (Barber line), from New York, due end of July.
Cyclops (Blue Funnel), due July 19th.
Empress of Asia, due July 14th.
Golden State (Pacific Mail), due to-day.
Halric (American & Oriental), from New York, due beginning of July.
Helena (Blue Funnel), due July 3rd.
Kanowa (E. & A.), due July 3rd.
Kashima Maru (N.Y.K.), due July 6th.
Shingo Maru (T.K.K.), due July 1st.
Sado Maru (N.Y.K.), due July 21st.
Teiresias (Blue Funnel line), due July 10th.
Yeboshi Maru (N.Y.K.), due July 2nd.

AMERICAN YACHT ON WORLD CRUISE.

The American yacht *Yacona*, under the command of Lieut. Commr. Ralph E. Hamner, of the U.S. Navy, is due to arrive in the Far East shortly. She is on a world cruise and left New York towards the end of February. She arrived at Bombay a few weeks ago via Bermuda, the Azores, Gibraltar, Malta, Port Said and Aden. The *Yacona*, which will touch at Singapore, probably Hongkong, Manila, and Piji Islands, is of the latest type and is altogether a fine vessel. It is understood that she carries a number of wealthy Americans on pleasure bent.

"TAI LEE" IN DISTRESS AT SEA.

The steamer *Tai Lee* (Captain J. Hallett) which arrived at Hongkong on Tuesday from Shanghai, via Swatow, reports that she sighted the Chinese steamer *Tai Lee*, on the 17th inst., 8 miles S.E. W. of Hanchow, flying distress signals. "My engines are broken down," "I wish to be taken in tow."
 The *Tai Lee* answered the call and took the *Tai Lee* in tow, taking her to Woon-sung, where the *Tai Lee* anchored on the evening of the 18th instant. It was found that *Tai Lee* had lost her propeller.

GERMAN STEAMER AGENCIES AT COLOMBO.

Recently, says a Colombo paper, offers were made to a Colombo foreign firm to hold the temporary agencies in Colombo for the N.D.L. and another new cargo line, but these were declined with thanks by the said firm, as they were not going to get everything ready and then hand the same over to any other firm who may be coming over to re-establish themselves locally. One of the temporary agencies has been taken over by a Ceylonese firm and the temporary agency for the N.D.L. is still going abegging. The N.D.L. agency was held in previous years by Messrs. Frenckburg & Co. They had services to Australia and the Far East respectively, and the ships that were all sent out were all passenger liners.

AUSTRALIA'S NAVIGATION ACT.

EFFECT ON JAPANESE VESSELS.
 MELBOURNE, May 23rd.
 Enquiries regarding the eligibility of the Nippon Yusen Kaisha Shipping Company for registration under the Navigation Act were made to-day by Dalgety & Co., Ltd., the Melbourne representatives of the Japanese company. The Minister in charge of the Act (Mr. Massey Greene) replied that there was nothing against this company registering its whole fleet, provided that every vessel complied with the provisions of the Act concerning the payment of crews, accommodation, and diet. It was stated that the diet prescribed by the Act was not suitable for Japanese sailors, who were not accustomed to European methods of cooking. Mr. Greene said that an exception might be made in this connection. It must be understood, however, that there was no colour bar preventing foreign ships from registering.

WEATHER REPORT.

June 29th, at 11.55.—A trough of low pressure extends from Central Japan to Indo-China. Pressure has decreased moderately over this area.

Elsewhere changes are slight since yesterday.
 Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.36 inch. Total since January 1st, 55.28 inches.—Rain an average of 38.47 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District FORECAST.
 Hongkong to Gap Rock — {S.W. winds, fresh; squally, rainy.
 Formosa Channel — {The same as No. 1.
 South coast of China between {The same as Hongkong and Lintocks { No. 1.
 South coast of China between {The same as Hongkong and Hainan { No. 1.

P. & O. S. N. CO.

STEAMERS, FOR STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

Through Bills of Lading issued for Batavia, Persian Gulf, Continental, American, and South African Ports.

THE Steamship "DILWARA" Captain Babu, carrying His Majesty's Mails, will be despatched from this Port on or about SATURDAY, the 9th, June, 1921, taking Passengers and Cargo for the above Ports. Silk and Valuable and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London. Parcels will be received at this Office until 3 p.m., the day before sailing. The contents and value of all packages are required.
 For further particulars apply to—
 MACKINNON, MACKENZIE & CO., Agents.

Hongkong, June 27th, 1921. Agents, F1109

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It increases vital energy and nerve force, cures neurasthenia, dyspepsia, insomnia, and nervous diseases in adults and children.

IN CAPSULES, IN WINE, AND IN SYRUP.



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Hongkong to England.

via Shanghai, Nagasaki, (Moji), Kobe, Yokohama, Vancouver & Montreal.

Pacific Steamer	From Hongkong	Due Vancouver	Atlantic Steamer	From Canada	Due Liverpool
E. Japan	July 18	Aug. 3	E. France	Aug. 13	Aug. 19
E. Asia	July 21	Aug. 6	E. France	Aug. 13	Aug. 19
E. Russia	Aug. 18	Sept. 3	E. Britain	Sept. 10	Sept. 16
Montenaple	Aug. 22	Sept. 16	Melita	Sept. 23	Oct. 1
E. Asia	Sept. 15	Oct. 2	E. France	Oct. 18	Oct. 24
E. Japan	Sept. 20	Oct. 11	E. France	Oct. 18	Oct. 24
E. Russia	Oct. 13	Oct. 31	Victorian	Nov. 11	Nov. 20
Montenaple	Oct. 20	Nov. 19	E. Britain	Nov. 28	Dec. 4

Other Atlantic Sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp & Harre.
 Allotment of accommodation on these steamers is held in Hongkong. Through reservations made and tickets issued here. Early reservation necessary.

Three Transcontinental Trains Daily.
 Standard Sleeping Cars, Compartments & Drawing Rooms.
 Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

CANADIAN PACIFIC OCEAN SERVICES, LTD.
 Hongkong Office. Telephone 732. Cable Address GACANPAC.

PACIFIC MAIL S.S. CO.

TRANS-PACIFIC SERVICE.

Freight and Passenger

For SAN FRANCISCO via SHANGHAI, KORE, YOKOHAMA and HONOLULU; and for BALTIMORE via LOS ANGELES, MANZANILLO, SAN JOSE, LA LIBERTAD, CORISTO, BALBOA, CHRISTOBAL, KINGSTON & HAVANA.

AMERICAN STEAMERS.

"ECUADOR" Apply to sailing Aug. 10th, 1921.

PACIFIC MAIL S.S. CO.

Hotel Mansions, Hongkong. Cable Address "SOLANO" 1929

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TRANS-PACIFIC SERVICE

Freight and Passenger

For SAN FRANCISCO via SHANGHAI, JAPAN PORTS and HONOLULU

AMERICAN STEAMERS

"GOLDEN STATE" From Hongkong. Due San Francisco July 6th.

SHANGHAI-CALCUTTA SERVICE

Freight Only

For CALCUTTA via SINGAPORE, PENANG & RANGOON
 "LAKE GILPEN" ... Sailing at Noon THURSDAY 30th, June.

MANILA-EAST-INDIA SERVICE

Freight and Passenger

SAN FRANCISCO, HONOLULU, MANILA, SAIGON, SINGAPORE, CALCUTTA & COLOMBO.

Monthly Sailings.

ROUND THE WORLD SERVICE

Freight Only, Monthly Sailing

San Francisco to Yokohama, Kobe, Dairen, Tientsin, Shanghai, Manila, Saigon, Singapore, Calcutta, Colombo, Bombay, Alexandria, Bizerta, Marseilles, Barcelona, the Cape, Baltimore, Norfolk, Cristobal, Los Angeles and San Francisco.

For full information regarding rates, space, etc., apply to—

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 Telephone 141. Cable Address "SOLANO." Hotel Mansions, Hongkong.

CHINA MAIL S.S. CO., LTD.



AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

HONGKONG to SAN FRANCISCO
 via Shanghai, Japan Ports and Honolulu
 s.s. "NANKING" s.s. "NILE" s.s. "CHINA"
 9th Sept. July 15th Aug. 9th

HONGKONG to MANILA
 s.s. "NANKING" Aug. 30th

HONGKONG to SINGAPORE
 s.s. "NILE" s.s. "CHINA"
 June 29th, at 3 p.m. July 22nd

FAST FREIGHT SERVICE
 Through Bills of Lading issued to all points in United States & Canada also
 Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

C. T. BURRIDGE, FINEST & FINEST AGENT,
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T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
KOREA MARU	20,000	July 1st
SHINYO MARU	22,000	July 16th
PERISA MARU	20,000	July 30th, at 10.30 a.m.
TAIYO MARU	22,000	Aug. 13th
SIBERIA MARU	20,000	Aug. 27th

* Omitting call at Shanghai.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HING, SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BALBOA, CALLAO, MOLLENDO, ARICA & IQUIQUE.

THENCE BY TRANS-ANDRAN ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
OHIO MARU	16,500	July 13th
GINYO MARU	16,500	Aug. 13th

* Cargo only

For full information regarding passengers freight and sailings, apply to—

Y. TSUTSUMI, Manager.

Agents at Canton:

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STRUTHERS & DIXON, Inc. GREEN STAR LINE.

Operating For Eastern services for account of the UNITED STATES SHIPPING BOARD.

To MANILA 6th July
 To LOS ANGELES & SAN FRANCISCO (via HONOLULU) 7th July
 To VANCOUVER & SEATTLE (via MANILA) 20th Aug.
 * Also cargo accepted for Transshipment at San Francisco and/or Seattle for weekly sailings to
 NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK, BOSTON.

Through Bills of Lading issued to all U.S. & Canadian Overland Common Points.
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Operating U.S. Shipping Board Steamers

Between

SEATTLE-TACOMA-VICTORIA-VANCOUVER

and China, Japan and Philippine Island Ports.

"WEST JAPPA" 15th July.

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BETWEEN

JAPAN, HONGKONG & JAVA.

FOR JAVA.

Ports of call:—Batavia, Samarang, Soerabaya, Macassar and Balikpapan.

S.S. "CHERIBON MARU" ... sailing on or about 4th July.

FOR JAPAN.

Ports of call:—Moji, Kobe, Osaka and Yokohama.

S.S. "SAMARANG MARU" ... sailing on or about 17th July.

For further particulars please apply to—

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 No. 5, Queen's Road Central.
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REGULAR SERVICE of Fast High-Class Coast Steamers having good accommodation on UPPER DECK for First-class Passengers; Electric Lights and Fans in State-rooms and Saloons, and Excellent Cuisine.

FOR SWATOW

SAILING Every MONDAY and THURSDAY, at 5 p.m. RETURNING Every TUESDAY and FRIDAY, at 5 p.m.
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CHIU ON S.S. COMPANY,

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NEW YORK via Suez

"OCEAN MONARCH" ... via Suez ... 10th July.
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Cargo carried on through Bills of Lading from HONGKONG to BEIRA
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ELLERMAN & BUCKNALL S.S. CO., LTD.

JAPAN, CHINA & STRAITS

TO
UNITED KINGDOM & CONTINENT.

LONDON, GLASGOW, ROTTERDAM & HAMBURG

via Suez Canal ... 10th July.

Subject to change without notice.

For particulars of sailings shippers are requested to apply
to the undersigned.
THE BANK LINE, LTD.,
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NEW YORK DIRECT

Joint Service of the

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OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

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Sailings from Hongkong

"DEUTERION" ... via Suez Canal ... 3rd July.
"CITY OF NORWICH" ... via Suez Canal ... 15th July.
Call at Boston.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to—
BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. REISS & CO., CANTON.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
AMOI & SHANGHAI	"SUNNING"	On 30th June, Noon.
SHANGHAI & TIENTSIN	"CHENAN"	On 2nd July, 4 P.M.
SHANGHAI & TIENTSIN	"RAIFONG"	On 5th July, 9 A.M.
SHANGHAI & TIENTSIN	"CHENGTO"	On 8th June, 10 A.M.
SHANGHAI & TIENTSIN	"SZECHUEN"	On 8th July, 4 P.M.
SHANGHAI & TIENTSIN	"LINAN"	On 8th July, 4 P.M.
SHANGHAI & TIENTSIN	"BOOCHOW"	On 7th July, Noon.
SHANGHAI & TIENTSIN	"YINGCHOW"	On 9th July, 4 P.M.
SHANGHAI & TIENTSIN	"KUEICHOW"	On 11th June, 4 P.M.
SHANGHAI & TIENTSIN	"SHANTUNG"	On 12th July, Noon.

SHANGHAI LINE—PASSENGER, MAILS and CARGO.
Most saloon accommodation. Amplest. Electric Fans in Saloon and
Staterooms. Regular schedule service between Canton, Hongkong, Shanghai (twice
weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all
Yamato and Northern China Ports. Passengers are landed in Shanghai, avoiding
the inconvenience of transshipment at Woonung.

BANGKOK LINE—Weekly service to and from Bangkok via
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For Freight or Passage apply to—

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DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE

REGULAR SERVICE of Fast, High Class Coast Steamers having good
accommodation for First-Class Passengers Electric Light and Fans in staterooms
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AND RETURN

(Occupying 9 to 10 Days)

"SHAOHONG"	Capt. A. H. Stewart	FRIDAY, July 1st, at 12 Noon.
"BAILOONG"	Capt. W. G. Gouper	TUESDAY, July 5th, at 12 Noon.
"BAIHONG"	Capt. W. C. Passmore	FRIDAY, July 8th, at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
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MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"DILWARA"	8,400	8th July	Singapore, Colombo, & Bombay
"SYLA"	7,000	23rd July	Madras, London & Antwerp
"KALYAN"	9,000	8th Aug.	Madras, London & Antwerp
"MANELA"	7,200	19th Aug.	Madras, London & Antwerp
"KABERIR"	9,000	2nd Sept.	Madras, London & Antwerp
"KHYBER"	9,000	16th Sept.	Madras, London & Antwerp
"SOMALI"	7,000	30th Sept.	Madras, London & Antwerp
"SARINIA"	6,600	14th Oct.	Madras, London & Antwerp
"NORE"	8,700	25th Oct.	Madras, London & Antwerp

BRITISH INDIA - APCAR SAILINGS (South)

"TOERILLA" 5,200 13th July Calcutta via Suez, Port of Spain & B'goon

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"KANOWNA"	7,000	25th July	Sandakan, Thursday Island Townsville, Brisbane, Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

S.S.	Tons	From Hongkong (about)	Destination
"KANOWNA"	7,000	5th July	Japan direct.
"GREGORY APCAR"	4,700	7th July	Amoy, Shanghai & Kobe.
"KALYAN"	9,000	10th July	Shanghai & Japan.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.

1st Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore
and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets
Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Steamers and Sailing dates are liable to be cancelled or altered without notice.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's
Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding
arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees,
and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and
THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here,
after which date they cannot be recognised. No Claims will be admitted after the goods
have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

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OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct
service via Singapore and Port Said.BUENOS AIRES-BIO DE JANEIRO, SANTOS, MAURITIUS
DURBAN & CAPE TOWN via SINGAPORE. PASSENGER SERVICE.

"TACOMA MARU" ... Friday, 8th July.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"KASADO MARU" ... Sunday, 3rd July.

DELI & BANGKOK-INDIA & SINGAPORE—Regular monthly service.

"BUSHO MARU" ... Friday, 1st July.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and
Pacific Islands.VICTORIA, VANCOUVER, SEATTLE & TACOMA—
Via Hongkong and Japan. Regular fortnightly passenger service touching at
intermediate ports in Japan taking cargo to OVERLAND POINTS U.S. in con-
nection with Chicago Milwaukee and St. Paul Railway.

"ARABIA MARU" ... Saturday, 9th July.

"ARIZONA MARU" ... Wednesday, 20th July.

On 1st, Dairen.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco,
Panama and Cuban Ports.

"HAYANA MARU" ... Thursday, 14th July.

NEW ORLEANS LINE via SUEZ.

JAPAN PORTS—Shanghai, Yokohama & Kobe.

"HIMALAYA MARU" ... Sunday, 25th June.

KEELUNG via SWATOW & AMOI—These steamers have excellent accommoda-
tion for 1st and 2nd class saloon passengers and will arrive and depart from the O.R.K.
wharf near the Harbour Office.

"AMAKURA MARU" ... Sunday, 3rd July.

TAKAO via SWATOW & AMOI

"ROBBU MARU" ... Thursday, 30th June.

For sailing dates and further particulars please apply to—
Y. YASUDA, Manager,
No. 1 Queen's Building.

Tel. Nos. 744 & 745.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

Steamer Arr. Hongkong from Australia Lv. Hongkong for Australia

"CHANGSHA" 11th July 14th July

SAILING SWATOW to AUSTRALIA

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply
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(Calling Shanghai & Japan Ports)

S.S.	From Hongkong	Arrive Seattle
"WHEATLAND MONTANA"	July 20th	Sept. 2nd
"SILVER STATE"	Aug. 13th	Sept. 2nd
"CROSSKEYS"	Aug. 13th	Sept. 2nd
"KEYSTONE STATE"	Sept. 2nd	Sept. 22nd
"WENATCHEE"	Oct. 2nd	Oct. 22nd

FOR PORTLAND DIRECT

(Calling at Shanghai, Kobe & Yokohama)

S.S. "COAST" ... July 22nd

Through Bills of Lading issued in Overland Common points.
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FOR SINGAPORE DIRECT.

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FREIGHT ONLY.

FOR SAIGON-SINGAPORE-JAVA PORTS.

S.S. "LAKE ONAWA" ... Sailing Aug. 3rd.

OPERATED FOR ACCOUNT OF U.S.S. BOARD.

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For NEW YORK and/or BOSTON via Panama.

S.S. "BELLFLOWER" ... to NEW YORK ... July 15th.

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THE ADMIRAL LINE.

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5th Floor,

HOTEL MANSIONS.

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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI	"OAP ARCONA" 20,000	On or about 6th July.
	"ROTHOS" 20,000	On or about 16th July.
MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DUEBOUT, PORT SAID	"ROTHOS" 20,000	During 1st part of Aug.
	"CORDILLERE" 10,000	During 1st part of Sept.
	"ANDRE LEBON" 20,000	During 1st part of Oct.
	"ATLANTIQUE" 12,000	During 2nd part of Oct.
	"PAUL LEUAT" 20,000	During 2nd part of Nov.

For full particulars regarding sailings, etc., apply to—

R. RODENFUSER,
Acting Agent,
Queen's Building.

Telephones 740

CHINA-AUSTRALIA MAIL S.S. LINE

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.

"VICTORIA" June 30th.

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Agents,
118, Connaught Road, Central

Tel. 2307

